matters of urgent public importance. Reports about whatever the hon. Member has just aired in this House about Election Commissioners and others are not available with me. If you want to discuss that matter, let Government bring out the report. ...*(Interruptions)*...

श्री **उपसभापति**: नहीं, नहीं। आप छोड़िए। ..**(व्यवधान)**.. अल्वी साहब, आप बैठिए। Nothing will go on record. ...**(व्यवधान)**... You have stated ...*(Interruptions)*... आपने अपनी बात कह दी, आपकी बात हो गई। आप बैठिए।

SHRI S.S. AHLUWALIA: We are ready to discuss even Navin Chawla's case. Let us discuss that matter here. Let us discuss the whole affair of the Election Commissioners. What do you have to say? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Shri Chandran Pillai ...*(Interruptions)*.. आप बैठिए। ...**(व्यवधान)**... आप बैठिए। ...**(व्यवधान)**...

SHRI S.S. AHLUWALIA: Why have you allowed him?

श्री उपसभापति: यह क्या है? आपका सवाल नहीं है। ...**(व्यवधान)**... He is asking me why I have allowed you to speak. ...*(Interruptions)*...

SHRI S.S. AHLUWALIA: Let us have that report and letter written by the Chief Election Commissioner. ...*(Interruptions)*... Let us discuss the matter here. ...*(Interruptions)*... How does he have access to the letter written by the Chief Election Commissioner?...*(Interruptions)*... Who has given you that? Let us discuss the matter. ...*(Interruptions)*...

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI V. NARAYANASAMY): The matter has been published in all the newspapers. ...*(Interruptions)*... Now you are talking about the letter. How can you discuss it? You are talking about. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No, please. ...*(Interruptions)*... Mr. Narayanasamy, please. Mr. Ahluwalia, you have said whatever you wanted to say. Please, take your seat. Shri Chandran Pillai.

Proposal for selling of shares of the Cochin Shipyard Ltd.

SHRI K. CHANDRAN PILLAI (Kerala): Sir, this is regarding the proposed disinvestment of Cochin Shipyard. The Cochin Shipyard was incorporated in the year 1972 as a fully owned Government of India Company. The Cochin Shipyard Company came into being after a State-wide struggle by late A.K. Gopalan, who was then a Member of the Lok Sabha. The Cochin Shipyard can build ships up to 1,10,000 dwt and repair ships upto 1,25,000 dwt. The yard has delivered two of India's largest double-hull tankers of 95,000 dwt each. The Cochin Shipyard Limited has acquired ship building orders from internationally renowned companies from Europe and Middle East and it is nominated to build the country's first indigenous air defence ship. I would like to bring to the Government's attention the resentment growing among the workers of Cochin

Shipyard over the proposed move to privatise the company. The importance of public sector in the economy of every country is now being re-established consequent to the deepest recession experienced world over. Cochin Shipyard is a prestigious national establishment whose workmanship and efficiency in ship building and repair has been appreciated by the industry world over. Now, Cochin Shipyard is a profitably running public sector company presently building bulk aircraft carriers for the Indian Navy. It is successfully being carried out by this unit. Future years would also be brisk with work with sufficient orders pending with the company for requirements of the Indian Defence Ministry. The shipyard's location is very strategically important as it is close to the southern naval headquarters, Cochin Port and further international container transhipment terminal. Handing over of the shipyard to private hands ultimately to the global players would pose serious threat to national security.

In view of the gravity of the matter, I would request the Government of India to desist from such moves to privatise Cochin Shipyard. Further, I request to extend whole support for the further expansion and diversification of Cochin Shipyard by Government of India.

SHRI P.R. RAJAN (Kerala): Sir, I associate myself with what the hon. Member has said.

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): Sir, the hon. Member seems to be misinformed. There is no proposal for disinvestment. There is no such proposal. He is totally misinformed.

SHRI K. CHANDRAN PILLAI: Since the hon. Minister has said this, I am satisfied.

Alleged victimization of Railway caterers and vendors due to new commercialization policy of Railways

श्री सैयद अज़ीज़ पाशा (आन्ध्र प्रदेश): महोदय, रेलवे के खान-पान सेवा के हजारों लोग जो रेलवे प्लेटफार्म्स पर वेंडर्स हैं, उन्होंने दो रोज़ पहले संसद मार्ग पर जमा होकर रेलवे की 2005 की कैटरिंग पॉलिसी को तब्दील करने के लिए बहुत ही जबर्दस्त प्रदर्शन किया और वह धरना आज भी वहाँ पर चल रहा है। उनका कहना यह है कि 50-60 सालों से रेलवे प्लेटफॉर्म्स पर वे जो बिक्री करते हैं, अब इस नई पॉलिसी के कारण कम से कम 25 लाख लोग, जो इस बिजनेस में लगे हुए हैं, उनको भुखमरी का शिकार होना पड़ेगा। 2005 की जो कैटरिंग पॉलिसी है, उससे बड़े-बड़े कॉरपोरेट्स और IRCTC को ही फायदा मिल रहा है। अब यह कहा जाता है कि उन लागों को जो लाइसेंस दिया जाता है, उसमें पांच सालों की छूट दी जाती है जबकि जो छोटे-छोटे कांट्रैक्टर्स और वेंडर्स हैं, उनको सिर्फ एक या दो महीने की ही छूट दी जाती है। रेलवे की स्टैंडिंग कमेटी ने इस बात का नोट लेते हुए कहा कि ये जो सेवा रेलवे प्लेटफार्म्स पर चल रही है, वैसा छोटा-छोटा बिजिनेस, वह नो प्रोफिट, नो लॉस के बेसिस पर चलनी चाहिए। इसमें Commercialisation होने की वजह से तमाम वेंडर्स और पैसेंजर्स को भारी नुकसान होगा। रेलवे का जो social obligation है, वह यह है कि गैरत के मुद्दे को सामने रखते हुए नो प्रोफिट, नो लॉस के आधार पर यात्रियों को सेवा देनी है। यहाँ पर बात यह आती है कि सिर्फ 5 करोड़ की आमदनी के लिए रेलवे ने 25 लाख लोगों के जीवन को खटाई में डाल दिया है। ये जो 25 लाख लोग हैं, अगर इसमें उनके परिवार के सदस्यों को भी शामिल किया जाए तो यह संख्या 1 करोड़ 25 लाख हो जाती है। सिर्फ 5